

Existing sidewalks on Arendell Avenue range from four to sixteen feet in width. Most of the sidewalks along Arendell Avenue are eleven feet. North of Sycamore Street, the walk narrows to four feet, and in front of Zebulon Furniture Company it widens to sixteen feet. Walks, where they exist on Horton and Vance Street are ten feet in width. There are no sidewalks along Poplar, Sycamore or Church Street. A minimum twelve foot walk is recommended for all streets of the Central Business District. (See recommended minimum walk cross section).

The consumer survey revealed that customers were more concerned with sidewalks than were the merchants. The present eleven foot walkway provides for two feet next to the curb for fire plugs, canopy posts, other street furniture, etc., thus leaving nine feet for pedestrians to walk in. When two couples meet, the existing nine feet is about one foot short of the desirable minimum of two and one-half feet of space per person. Sidewalk space is equally as important as vehicular circulation. If a sidewalk is too narrow, shoppers encounter inconvenience in walking.

Recommended pedestrian circulation improvements on the plan include a minimum twelve foot sidewalk on Arendell Avenue, Vance Street, and Horton Street. Additional width to walks can be obtained in front of new buildings by adding a building setback requirement to the zoning ordinance.

The alley between Whitaker's Cafe and the barber shop should be closed to vehicle traffic and used for a walkway. The section of alley adjacent to Antone's Department Store should also be converted to a walkway. Pedestrianways connecting rear parking areas with Arendell Avenue are also recommended adjacent to the existing Western Auto store and adjacent to the proposed First Federal Saving and Loan establishment. These walkways should be a minimum of fifteen to twenty feet.

Recommended pedestrian circulation improvements also include construction of new rear entrances to all shops facing Arendell Avenue. Rear walkways should connect these rear entrances when possible. Many of the shops will probably receive most of their business from rear entrances. The rear entrances would substantially